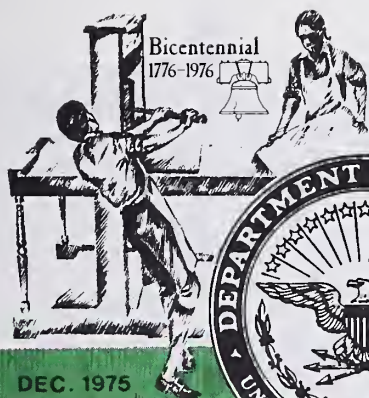


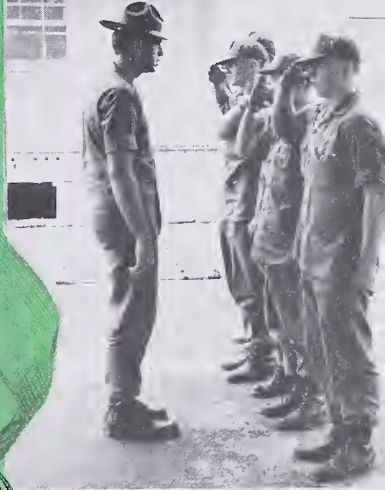
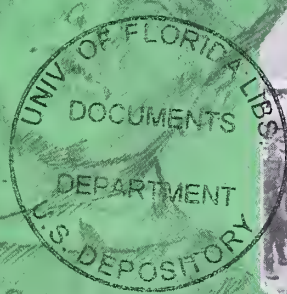
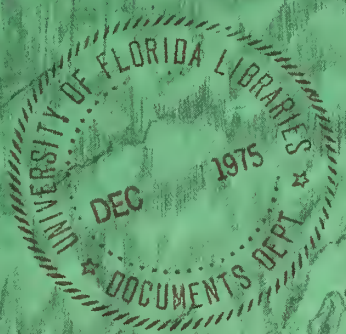
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DEC. 1975

Report

HIGH SCHOOL NEWS SERVICE



featuring:

Army Basic Training

also Women and the Academies-page 2

SPALDING USCG
1975



Report



Bicentennial Bits

(9 Dec 1775): Recent events in Virginia have led to that colony's first military action of the Revolution. While one group of Virginians echoed words of liberty or death, another was shouting about "Liberty for Slaves." Governor Lord Dunmore seized the chance to enlist Negroes for service with the British against the American rebels. An Ethiopian Regiment was formed, much to the horror of the patriots. These actions were viewed by some to be "fatal to public safety." Militia units mustered and moved toward Norfolk to discourage both Dunmore and the slaves. A 600 man British/Negro force marched to meet them at Great Bridge. The battle resulted in 62 enemy casualties and but one wounded American. Sources report that the British have departed Norfolk by sea, leaving the Negroes to die of a small pox epidemic. This victory should assure patriot control of Virginia during the growing struggle for independence.

HIGH SCHOOL NEWS SERVICE REPORT DECEMBER 1975 VOL. 19 NO. 3

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The purpose of REPORT is to inform young people of their responsibilities, benefits and opportunities in the Armed Forces of the United States. It also serves the goal of keeping the public informed about its military services.

The Secretary of the Navy has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing this publication approved by the Director of the office of Management and Budget, 8 August 1975.

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COVER: Sore feet from marching is but one aspect of Army basic training. Panels portray others (top to bottom): drill sergeant teaching the hand salute, marching in preparation for parades, running the obstacle course, monkey crawling over a stream during a field exercise.

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Counselors Corner

Women to enter the Service Academies

History is presently being made at the three Federal Service Academies and the Coast Guard Academy. For the first time, women are competing for appointments to these institutions. This occurrence is the result of a recent measure signed into law by President Gerald R. Ford.

Competition standards will be the same for all applicants with slight modifications for women in the physical area. Aspects considered in selecting possible appointees include: high school academic and extracurricular records, SAT or ACT scores, and medical and physical exam results. Applicants must be 17 to 22 years old before 1 July and unmarried.

The three Federal Academies require most applicants be selected for attendance through a nomination/appointment system. (See our "Basic Facts - Oct 1975" pp. 11-13 for explanation). The Coast Guard Academy selects cadets solely on the basis of a nation-wide competition. All Academy graduates earn a bachelor's degree and an officer's commission.

Women wishing to enter an Academy next summer (Class of 1980), must act quickly if they have not already done so. Normally, interested students should begin application procedures during their junior year of high school. The three Federal Academies can process applications up until 30 January 1976, while the USCG Academy deadline is 15 December 1975.

More details are available through a local Senator, Congressman or recruiter. Catalogs and application information may be obtained by writing: Director of Admissions and Registrar, US Military Academy, West Point, NY 10996; Director of Admissions and Registrar, US Air Force Academy, Colorado Springs, CO 80840; Superintendent (ATTN: Candidate Guidance), US Naval Academy, Annapolis, MD 21402; Director of Admissions, US Coast Guard Academy, New London, CT 06320.

A future issue of REPORT will deal in depth with women and the Service Academies.

Torpedoman's Mate

by t.j. reilly

Handling the Navy's "tin sharks"

design - d.m. ryan
photos - U.S. Navy



Submarine "Turtle" 1776 - Torpedo was time fused charge of gunpowder emplaced by the "torpedoman" navigator.

Weekend yachtsmen and bathers this year are avoiding the inviting waters of the oceans in record numbers as a result of having seen the terror movie "Jaws." In this film, vicious sharks strike at their victims without warning and their attack is often fatal.

For the past 170 years, sailors of the world's merchant and naval fleets in times of war have also been on the lookout for a quick striking denizen of the deep that also hits without warning. However, these attacks are capable of sending fully laden ships to the bottom. The villain in such assaults is not a frenzied shark, but an increasingly sophisticated torpedo.

Just as ships have gone from sail to steam then to nuclear power, torpedoes have advanced from the early design of Robert Fulton (a towed torpedo, in reality a mine), to the first self-propelled model designed by an Austrian in the 1860's. Today, modern steam and electrically driven torpedoes can seek out their targets regardless of the evasiveness of their intended victims.

The modern torpedo, in reality a self-contained submarine, has its own brain and a crew of sorts. Fortunately, this "crew" stays behind when the instrument of destruction starts on its one-way voyage. The "crewmen" of these torpedoes are sailors known as torpedoman's mates (TM in Navy language).

Charged with the job of keeping torpedoes in top-notch condition, the TMs are a far cry from the "tin fish" mechanics portrayed in the post-WW II epic submarine films. Today, not only is he more a technician than a mechanic, but now he must be an expert on several different types of torpedoes, all with varied missions. The Navy schools he has attended have been given top priority in turning out competent experts.

For the young TM, his exciting and

well traveled career has to start in the classroom. Located on the shores of Lake Baldwin, the Naval Training Center, Orlando, FL is the Navy's Advanced Undersea Weapons School. It boasts that "through its portals pass the best trained torpedomen in the world."

Small in size, the school has a 400 seat auditorium and completely equipped modern laboratories and classrooms for use in instructing on antisubmarine and submarine launch rockets as well as teaching seven different types of torpedo courses. The school has a deliberately low student-instructor ratio (about 30 students per class) to ensure that each trainee receives maximum instructor attention and individual training. During the laboratory phase, not more than two



CONFEDERATE torpedo boat from the 1860's (above) is washed ashore. Below, USS HOLLAND, the Navy's first submarine (1900) had a crew of six and carried three torpedoes.





TM-T INSPECTS equipment (left) at a torpedo tube station. Right, technicians assist in loading torpedo aboard a nuclear sub.



nuclear submarine or on a fleet ballistic missile submarine and must, in addition to TM training, complete submarine school at New London, CT before reporting to his first assignment. Surface operators report directly to the fleet from TM school and serve on ships ranging from destroyers to cruisers.

The TM student today must display the capacity to learn quickly and must possess a high degree of electrical and mechanical aptitude. A recent attendee of the school was a 1973 non-high school graduate from Long Island, NY. Following boot camp, he remained at Great Lakes as a recruit company commander's assistant for six months, until being accepted for TM school. After the eight weeks of

to five students work together - depending on the weapon, its size and characteristics.

Due to the complexity of the modern torpedoes, the job of maintaining, arming and launching them has been divided into three specialized job areas in the TM career field. The master repairman of the field is the torpedoman technician (TM-T) who performs all deck checks on the weapons — disassembling, making necessary repairs or replacements, and re-assembling the torpedoes again. Technicians' training can last 20 weeks, after which they are normally assigned to shore base repair facilities or tenders (floating repair ships) stationed around the world.

The other branch of the field is called operator (TM-O), since its members operate the equipment that actually fires the torpedoes, in addition to performing minor upkeep on the weapons. Due to the difference in types of launchers used in surface and subsurface operations, the operators are further divided into surface and subsurface duty. A submarine operator will normally serve on a fast attack



SURFACE designated TM (above) loads a tube aboard a destroyer. At left, a TM-O supervises the firing of a homing torpedo from the destroyer USS PERRY.

training at Orlando, he passed the physical tests required for acceptance into sub school. When his training was completed, he admitted that some extra night study had been necessary and that much material had been covered in a short time period.

An average high school graduate from Oregon joined the Navy to become a gunner's mate, but changed to torpedoman because of the challenges available in that field. A designated surface operator, he was also surprised at all the information the school provided in just six weeks and concluded that the training was nevertheless fantastic.

Located on Shore Patrol duty in Milwaukee, WI, a chief torpedoman's mate with 14 years of service described his experiences on the fleet ballistic missile boats as a real challenge. Life in general on nuclear powered submarines he viewed as being great compared with sub duty of just a few years ago. Besides the challenge of the job, he pointed out other bonuses: special pay of between

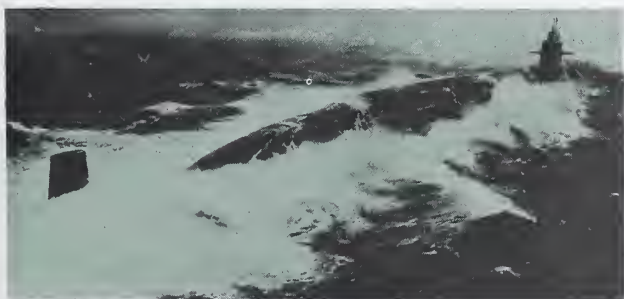
TM SECURES tube (below) after loading a torpedo. At right, a Chief TM stands watch in the forward torpedo room awaiting orders from the sub commander.



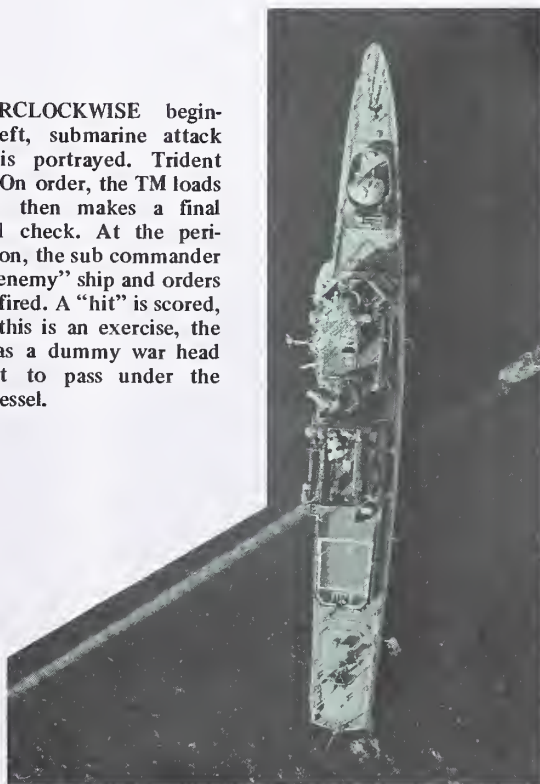
\$50 and \$100 per month, the world travel, recently added 747 aircraft style music systems with jacks at each individual's bunk so he can choose from 12 different channels of music, and the traditionally great food.

While the nuclear powered submarines and the modern destroyers are worlds removed from the earlier towed

torpedoes, neither does the modern torpedoman have much in common with his 19th Century predecessor. What has remained constant is the purpose of, and the need for, torpedoes as well as experts to maintain and handle them. Even Mr. Fulton would be amazed at the knowledge, training and expertise of the 20th Century TM.



COUNTERCLOCKWISE beginning at left, submarine attack sequence is portrayed. Trident sub dives. On order, the TM loads a torpedo then makes a final operational check. At the periscope station, the sub commander spots an "enemy" ship and orders torpedoes fired. A "hit" is scored, but since this is an exercise, the torpedo has a dummy war head and is set to pass under the "enemy" vessel.





AIR TRAFFIC controllers may work in permanent facilities like this control tower, but Mobile Comm people operate and maintain an identical system which is entirely mobile when they deploy for a mission. Ground approach control radar and other systems are operated from mobile and stationary units similar to that shown in the insert. (Air Force Photos by Cpt. C. Sach and TSgt. R. Laliberte).

by d.g. francis

The C-130 Hercules grumbled as its pilot circled the narrow, almost perfectly flat pasture-like area. He was looking for a landing zone near the heart of an earthquake's origin.

"Looks like a good area to set up operations," the pilot called out over the intercom to the task force commander in the rear of the aircraft.

"Roger," came the reply. "Can you land this crate down there though?"

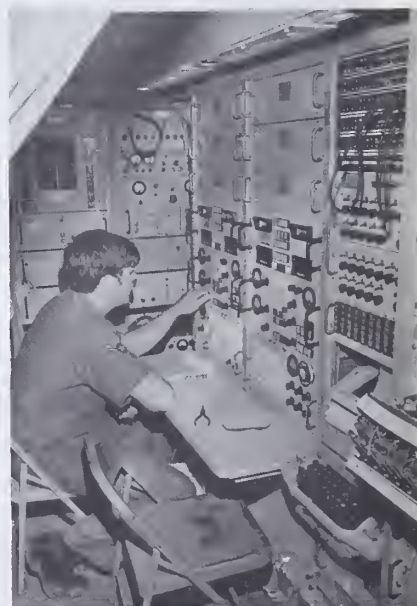
Getting an affirmative answer, the commander signaled his men to prepare for landing and deployment. There could be ten thousand people down there needing their help. "Besides," he told his men, "there must be ten more flights backed up in orbit waiting for guidance on where to make their delivery."

The task force commander, his people and equipment were part of the 3rd Mobile Communications Group, Tinker AFB, OK. The scene was not unlike the arrival of the first American aircraft when an earthquake hit eastern Turkey in 1970. The big difference -- this time it was only a training exercise.

A unit of the Air Force Communications Service, the MOB, as many Air Force people admiringly refer to them, specializes in setting up a complete communications and navigational aids complex where such facilities are needed, but do not exist. The unit is designed to support, on a highly mobile basis, any tactical force anywhere in the world. Besides being available for military missions, the unit is also available for support of such special projects as the space program, natural disaster relief and back-up assistance at an established air base where normal operations are jeopardized by damaged or inoperable equipment.



ONE OF THE "MOBs" smaller pieces of equipment (foreground, left photo) over shadows one of the unit's mobile radar systems; while inside a similar van, an airman verifies all equipment if operable.





AN AIRMAN inside what is basically a portable air traffic control tower performs preventive maintenance on some of the radio equipment.

Preventive maintenance on the equipment to insure it is operable and ready for immediate deployment anywhere in the world also occupies much of a day's work. Training exercises, both under simulated military and civil disaster conditions, are conducted on a frequent basis to insure that MOB units retain their ability to respond.

Hundreds of young men and women entering the Air Force each year have hopes of becoming a part of this highly technical communications electronics field. One reason is that civilian employment opportunities in related fields are abundant. While many of those hopefuls have a background in high school physics and mathematics, a high aptitude level in electronics must be obtained when taking the Armed Forces Qualifications Tests.

Following basic training and once entry has been gained into one of the communications electronics fields, technical training at Keesler AFB, MS must then be completed. After that, assignment to such units as the 3rd MOB is not the only possibility. Every-

place the Air Force is located has a permanent base communications complex which must employ most, if not all, of the various aspects of the communications electronics and maintenance field.

Air Force Communications Service units use a variety of navigational aids for flight safety to include a wide range of radar systems and special equipment to provide weather information for mission planning. The base communications networks operated and maintained by the communications technicians include teletype and telephone systems, as well as long range radios for relay of information to and from the bases of operation.

Some bases also require the use of complex television systems. In this area, as in others, the technicians must be able to operate and maintain the basic and related equipment, such as antennas. Additionally, the communications units may be required to support space missions and command and control operations.

Returning to the training exercise, dust clouds billowed out behind the C-130 as the pilot made a slow turn near the end of the unprepared landing zone. Without ever coming to a stop, the rear doors were being opened, the ramp lowered and the communications vans inside started up. The task force commander and his people had little time to spare in setting up a complete communications facility in support of the earthquake relief aircraft. These included several planes filled with medical people, supplies, tents and numerous pieces of equipment, in addition to the communications systems.

The MOB personnel had to get their equipment "on the air" in order to provide direction finding support and navigational guidance to the other aircraft. The sun was setting low on the western horizon and it wouldn't be

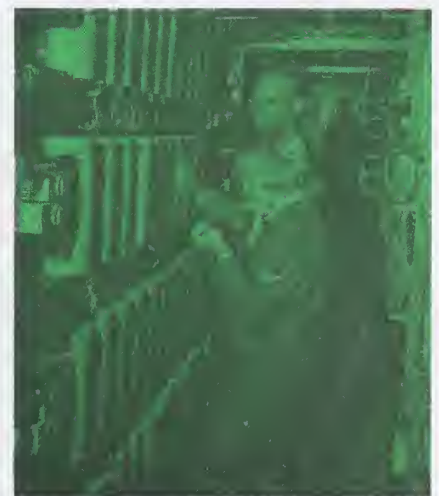
long before ground approach control radar would be needed to get incoming planes on the ground, unloaded and off to home base for another load.

Within minutes the area would be a mass of communications vans and the skyline, a spiderweb of antennas, each radiating its own signals and performing its own role in the mission.

After the exercise is completed and the antennas are gone, the 3rd MOB will wing its way home. The communicators will spend the long flight back talking about work schedules for cleaning and checking out their equipment. Some will reminisce about actual former missions or speculate about ones yet to come.

While the communications technicians' work is not well publicized, the success of the missions they participate in depends heavily on their professionalism. For, without the proper operating communications systems, few assignments could be accomplished. And, while not glamorized, the commanders, pilots and other users of the communications equipment highly respect the ability, knowledge and attitude of the MOB's technicians.

FROM THE outside, this telecommunications system looks like a semi trailer van. An airman and the sergeant she works with check the system out.



What is the truth about

ARMY BASIC TRAINING?

BICENTENNIAL

1775-1975

UNITED STATES ARMY



by j.a. schwartz

Just what exactly is the truth about Army basic training? One sergeant said it was a "piece of cake," while a private noted that it was a "bear." The local recruiter reminisced about the good and bad aspects, adding a bit of philosophy and the guy down the street who just finished basic commented "no sweat."

This seeming lack of clarity calls for a close look at the total basic training picture in order to sort the fact from the fiction. The realities of this period in a soldier's life may not be glamorous, but neither are they horrifying.

Basic training is a different experience for each individual. Personal opinions concerning it are often based on factors such as upbringing, attitude towards life and even the amount of time a trainee has previously spent away from home.

While basic is tough, it appears that most soldiers are bothered more by the mental adjustment than with the physical.

One of the earliest lifestyle changes that takes getting used to is losing the bedroom at home in exchange for a barracks with 40 other people. This quick reduction in privacy is sometimes quite an experience for a modest person. However, most adapt rapidly and find that communal living fosters more friendship and spirit.

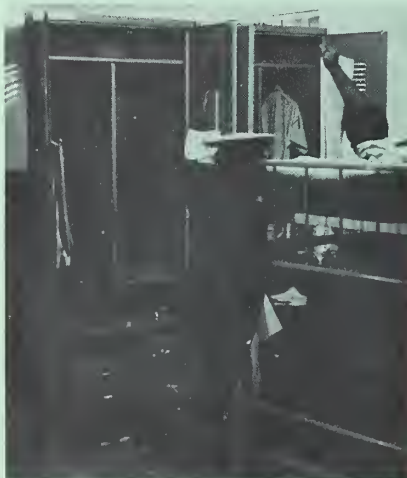
The first two weeks of basic are important and changes occur quickly during this period. For all practical purposes, personal freedom is lost. As one Ft. Knox, KY trainee stated, "They take away all your privileges and give them back one by one."



DRILL SERGEANT greets new trainees at a basic training center.



AN EVENT long remembered - the first Army haircut.



A CUBICLE shared with a bunkmate in a 40 man barracks becomes "home."

During the initial weeks, the trainees get to know their drill sergeants and vice versa, for during the upcoming seven weeks, the two are in very close contact. At times it appears like the only person who has any effect on daily life is the drill sergeant. He looks mean, talks mean and leaves no doubt in anyone's mind that he is the boss. But his job is to counsel, train, correct, guide and prepare each trainee for his role as a soldier. Most trainees feel that "the drill sergeants are tough, but if you put out and try, they don't bug you."

Admittedly, basic is not easy, but physical abuse doesn't exist and unnecessary harassment is a thing of the past. The attitude now is businesslike—a job must be done (training) and it must be accomplished correctly and to the best of everyone's ability without demeaning the individual. In less time than it took years ago, today's trainee must receive large quantities of instruction and skills in just seven short weeks. Training, therefore, has to be intense.

During the initial weeks, the schedule is normally something like this. Twelve hours of physical training, 16 hours of drill, 14 hours in the company area learning the requirements of barracks living and several hours of introductory training with the M-16 rifle.

These programs account for the greater part of two weeks. However, to insure that little time for boredom exists, numerous orientations are presented by the deputy commanding general, the chaplain and the unit

commander. These are supplemented with instruction on drug abuse, human relations and first aid. Each trainee, during these two weeks receives a complete medical exam and necessary shots. Along with obtaining field gear and learning the proper way to wear uniforms, there is even time for a class on the local weather conditions expected during training.

If this seems like a heavy load, wait! There is more to come. Other classroom instruction to be presented includes: military justice, role of the Army, responsibilities of the soldier, customs and courtesies of the service, military driving, field sanitation, guard duty and the use of a gas mask. Several inspections are conducted, a confidence course run and finally, an exam is given to insure that the two weeks of learning have been effective.

At this point, most trainees become aware that their lifestyle has changed - unless they led an unusually difficult childhood. The remaining five weeks of basic are more relaxed and most privileges are returned. Trips to the post exchange (PX) or visits to the snack bar for cokes or beer after duty are allowed. Smokers can even light up whenever the urge strikes them.

But don't get the idea that it's all over yet. An important five weeks of studying and learning are still ahead. These weeks round out the basic military education needed to become a productive soldier and could play a key role in a person's future career.

Physical training is still required, but there are only 15 hours scheduled during the final five weeks. While 56 hours of training in the company area remain, 34 of those hours are spent on equipment maintenance and 10 hours on preparing for tests and practicing for the graduation parade.



STRENUOUS running supplements the calisthenics program.



PULL UPS help develop arm and shoulder strength for the physical rigors of basic.



PARTICIPATION in the obstacle course is not only a physical aid, it also helps build morale and confidence.

A whopping 78 hours during the remaining weeks is spent on basic rifle marksmanship. Most of this time is dedicated to firing the M-16, but other areas covered include assuming correct firing positions rapidly, engaging surprise targets, use of combat movements and camouflaging positions.



TRAINEE MOVES into the prone firing position (above) and then receives ammo from his partner (below). A keen eye and steady hands are needed for compass reading (right).



Other weapons studied during this training are the "Claymore" anti-personnel mine, 40mm grenade launcher and the "LAW" anti-tank rocket. The trainee also receives instruction and practical training on the use of the M-60 machine gun and hand grenades.



Since the Army is known for its walking, basic training wouldn't be complete without a few road marches. These are dispersed among four or five days of living in the field. Classes on erecting two-man tents, field sanitation and security guard procedures are followed by practical use of these skills in field exercises. They are held under tactical conditions and stress is placed on concealment, night fighting techniques, day/night movement, maintenance, hygiene, first aid and map/compass reading.

Some classroom work continues to be intermingled with the field training and covers topics such as human relations, the Geneva Convention and its application with regard to the Army's mission, and the Uniform Code of Military Justice (the military's legal system). Inspections and tests are used throughout the schedule to insure that subject matter taught is being learned and retained.



ROAD MARCHES usually precede field training exercises.



TRAINEE leans back and puts all his effort into heaving a grenade.

The arrival of week six informally marks the beginning of the end. Much time is now spent cleaning weapons and field gear in preparation for turning them in. Only two events of primary concern remain on the schedule — the physical readiness test and military stakes.

All trainees are required to pass the physical test. This isn't a difficult task since previous training usually has everyone in top condition. The test consists of five parts: a mile run, the run-dodge-and-jump (series of obstacles to go around and ditches to jump) and the inverted crawl (crawl on hands and feet with back down) all of which are timed, and the parallel bars and sit-ups which are scored by quantity.

Military stakes is an obstacle course of sorts, two or three miles in length, along which various problem situations are encountered. Proceeding at his own pace, each trainee is graded on how he handles each event. The stations are designed to test the individual's ability to use the skills learned during basic.

Week seven begins with field gear being turned in. The only significant event remaining is graduation. Some time will be spent preparing to depart basic for either advanced schooling or initial unit assignments.

Graduation is a landmark occurrence, not just because basic is over, but because it means accomplishment. One giant step in life has been completed in preparation for the next.

During the graduation parade, each individual's mind reflects on different thoughts — past exercises, the future, pride, assignments, getting home for a few days, **RELIEF!**

Some rough obstacles have been faced and overcome, and worlds of material learned in seven weeks. Most soldiers who have graduated from basic are glad it's over. Few grumble, but none volunteer to repeat it. A recent 20-year-old Texan made this observation after completing basic training, "The training has been rough, especially the physical part. But... I guess you gotta work for what you get in this world..."



PRACTICE ON the horizontal ladder (parallel bars) is accomplished in preparation for the Physical Readiness Test.



DURING MILITARY stakes, a trainee (above) heads for cover before planning how to deal with a sniper. Enroute to the graduation parade (below), drill sergeants and soldiers think about the past seven weeks and the future.



Coast Guard cutter...

Keenly watch and monitor the activities of fishing vessels.



LAW AND ORDER ON THE HIGH SEAS

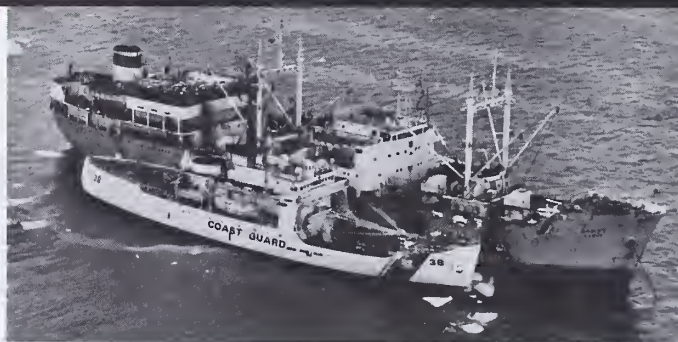
by t.d. stephens
and d.m. ryan

The foreign fishing trawler makes a wide, sweeping turn as it spreads nets in anticipation of a large catch. In doing so, it runs through the fixed gear fishing rig of an American vessel, destroying the equipment and releasing the catch. In response to a frantic call, a U.S. Coast Guard cutter rushes to the scene in order to investigate.

Off the Alaskan coast, a Coast Guard patrol happens upon a foreign fishing vessel in restricted U.S. waters. A request to halt and accept a boarding party goes unanswered and the ship's captain decides instead to run. Following a stern CG warning, the intruder stops and allows the Coast Guardsmen aboard. When unauthorized nets and catch are discovered, the captain is detained and the ship escorted into an American port.

During a routine check of an American trawler by Coast Guard boarding personnel, over 500 pounds of unauthorized lobsters are found in the hold under refrigeration. The crustaceans were caught in fishing nets and not thrown back as required by law. After escorting the trawler to port and seizing the catch, the skipper and crew are detained pending a federal court appearance.

Since 1885 when the U.S. Coast



CUTTER SEIZES
foreign stern trawler
in US waters.

COAST GUARDS-
MAN monitors
movement of fishing
vessels while navi-
gator plots their
location. (Below)



Guard was first empowered to enforce fisheries laws, the above related incidents have become commonplace responsibility for that sea service. In the early days, violators of fisheries laws usually were warned and then escorted out to sea. Rarely was punishment meted out. However, with the recent emphasis on protecting ocean resources as well as the rights of U.S. fishermen, there has been a crack down on fisheries laws violators.

About 20 laws, treaties and agreements—some solely U.S. and a number in connection with other nations—require CG air/surface surveillance. In this regard, Federal law authorizes the CG to "make inquires, examinations, inspections, searches, seizures and arrests on the high seas and waters over which the U.S. has jurisdiction." The mission is accomplished in co-operation with the National Marine Fisheries Service; the Departments of

State, Justice and Transportation; and state governments.

Whether seals are hunted; tuna, salmon, halibut or lobsters illegally caught; or U.S. territorial waters wrongly entered, all transgressors regardless of home nation can expect reaction by the Coast Guard. In addition to being stopped for actual or suspected law violations, ships are boarded and inspected routinely on a random basis.

Coast Guard cutter crewmen with binoculars and radarmen at their

scopes keenly watch and monitor the activities of fishing vessels. They look for, among other things, illegal net mesh (holes too small) and the type and amount of fish being hauled in. While catching lobsters or certain species of fish in itself may not be against the law, failure to throw them back into the sea is illegal.

What happens when a Coast Guard fisheries patrol catches a lawbreaker or a suspect? One boarding officer explained it this way. "Well, we signal the ship's skipper that we wish to come aboard for a search. After he has acknowledged our signal, we put the small launch over the side and the boarding party proceeds to the trawler. Usually it's a simple matter. The boarding officer shows his identification and in the case of a foreign ship, communications are attempted. If no one speaks English, we start drawing pictures, using sign language—anything to get the message across."

Meanwhile, another Coast Guardsman is taking photos of the ship's log into which the boarding officer has made an entry noting that an inspection occurred. If no violations are found, the skipper is thanked for his cooperation and the boarding party returns to the cutter.

When violations are found, several courses of action may be taken. The one chosen depends on factors such as the number and nature of the transgressions, the degree of the violation (accidental or on purpose), whether the ship's home nation has a fisheries agreement with the U.S. and previous records of illegal activities. Often, the cutter commander will radio his headquarters for guidance as to what action should be taken.

Once all aspects of the violations have been considered, the CG may issue a strong warning, seize the ship, escort or tow the vessel into port, lead the violator out of U.S. waters or give

the ship's captain over to a Federal magistrate pending trial.

Not too long ago, the major problem faced by the Coast Guard fisheries patrols was complaints from fishermen that another's ship had run through his equipment and destroyed it. Today, however, most investigations concern violations of U.S. or international fisheries laws. While all waters surrounding the U.S. are not closed to foreign fishermen, certain areas and their ocean resources have to be protected for the sake of the economy, future food supplies and the welfare of American fishermen. Congress and international legislative bodies make the protective laws and the Coast Guard is tasked with enforcement for the U.S.

To avoid unnecessary harassment — inadvertently spot checking the same vessel numerous times — the CG maintains a file of ships boarded within a six month period. Unless law violations are suspected or observed, these ships are not inspected more than once every six months.

Fisheries patrol is a little known aspect of the Coast Guard's total mission, but it is a daily one vital to the economy and resources of the nation. Often times the work results in strained situations, particularly when foreign vessels are involved. Publicity for the task is usually received only when a major incident occurs. But,

much to the credit of the CG and the manner in which they perform the patrol duty, few people are aware of their work.

As the U.S. Coast Guard continues to operate in their conscientious and professional manner, honest fishermen will be able to earn a living, people may count on eating a variety of fresh fish and law violators can expect to be caught and punished. The illegal fisherman — be they American or foreign — must continually be aware that the Coast Guard is "Always Ready" to insure compliance with fisheries laws in U.S. waters.



CG LAUNCH motors boarding party to US trawler.



PARTY PREPARES to board and inspect vessel.



NET MESH size of trawler is checked to insure compliance with fisheries regulations.

Plane Captain The margin of safety



LCpl COLLINS checks the landing gear housing area of his assigned Harrier.

by j.a. heseltine

A plane captain may not necessarily be an officer or a pilot. Twenty-year-old Lance Corporal Gene W. Collins of Washington, D.C. is a plane captain in an AV-8A Harrier squadron at the Marine Corps Air Station, Cherry Point, NC. and does not fly.

"My job is to make sure that the aircraft is safe for each flight," said Collins.

As with other Marines holding the title of plane captain, Collins is responsible for the aircraft to which he is assigned. "Normally, each plane captain is assigned one aircraft," Collins explained. "However, since this is a new squadron we don't have enough plane captains so some of us service two aircraft."

His job is to have his designated plane clean and ready for each flight and to perform minor maintenance if the aircraft needs it.

Prior to each flight he inspects the operational systems of the aircraft with the pilot to insure that such things as the ailerons, rudder, brakes and landing gear are functioning properly. The two also check to see that

the jet engine's intake and exhaust vents are clear.

"Safety is stressed," said Collins.

After the plane has passed the pre-flight inspection and the pilot signals that he is ready to start the engine, Collins uses arm-and-hand signals to let the pilot know that all systems are operating smoothly. He then directs the aircraft down the flight line towards the runway.

"We follow the same procedure for each flight regardless of the length of the flight," noted Collins.

When his plane returns from a mission, Collins checks it for leaks, missing parts and burned out lights. He will also insure that the jet is fueled and ready for the next mission.

If the aircraft needs repairs, he submits a request to the maintenance section.



ARM-AND-HAND signals are used by the plane captain to direct his pilot and aircraft onto the runway.

"After the maintenance is completed, I check to make sure that it's satisfactory and that all the discrepancies have been corrected," Collins related. "When I sign that the plane is servicable, I'm signing for someone's life—the pilot's."

Collins pointed out that the aircraft is worth \$2.1 million in addition to the priceless value of the pilot and his training.



AILERONS and wing surfaces must be inspected for possible damage.

COLLINS insures that no foreign matter obstructs the plane's thrust nozzles.



"It's not an easy job, but I would rather be a Harrier plane captain than do any other job," he said. "There's nothing like it. I see this plane takeoff and land practically everyday and every time it hovers I stand and watch it."

The British built Harrier is a jet aircraft that can land, takeoff and hover much the same way as a helicopter, although in appearance it resembles a conventional jet aircraft.

Lance Corporal Collins has graduated from a series of technical schools at Memphis, TN where he learned the principles of jet propulsion and mechanics. After joining his squadron, he

attended a familiarization course on the Harrier's Rolls Royce engine. He then worked for 13 months as a jet mechanic while learning the job of plane captain.

Plane captains are chosen from among the ranks of aircraft mechanics who show a combination of ability and desire to serve in this responsible position.

Courses in automotive and aircraft mechanics, metal working, electricity, machinery, blueprint reading, mathematics and physics help qualify interested people for training and assignment as an aircraft mechanic, then plane captain.



WITH HIS mechanic's kit handy, the plane captain is prepared to perform minor maintenance on cockpit equipment.



SINCE LANDING gear is critical to an aircraft's operation, Collins must insure that it is in excellent working condition.

Collins added that his education never stops. "You're in school all the time. You're learning all the time. Out here, the flight line is the classroom." And the plane captain's responsibility for equipment, lives and mission accomplishment is never ending.



A FINAL pre-flight check with the pilot is a key responsibility of every Marine plane captain.

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THIRD CLASS

Top: Grand Union Flag



Center: John Paul Jones



H.M.S.
Glasgow

USS
Alfred

It was 3 December 1775 and Congress had already authorized the forming of a Continental Navy as well as the use of an American flag – the Grand Union, also called the Cambridge flag or Congress Colors.

The fledgling American fleet was gathering off Philadelphia. Aboard the flagship USS ALFRED, Lieutenant John Paul Jones “broke a new ensign” – the Grand Union flag – and hoisted it on the masthead. Thus ALFRED became the first colonial man-of-war to display an American flag.

Historians debate the facts of this story. Some believe that the event occurred on 22 December following Jones’ commissioning as a regular officer. Others think that the ensign flown was a composite of the Rattlesnake and Pine Tree flags with the motto, “Don’t Tread On Me.”

In any case, these facts remain – in December 1775, America’s first Naval fleet formed at Philadelphia, displayed a distinctive American flag, included John Paul Jones and prepared to enter the fight for freedom.